

LOCAL MISCELLANY.

WRECKS AND DAMAGE AT SEA.
SIX MEN RESCUED FROM A SINKING SCHOONER—HEAVY WEATHER ENCOUNTERED BY OTHER VESSELS.

The brig Letitia arrived yesterday from Hayti, having on board six of the crew of the wrecked schooner James Bliss, from Belfast, Maine, bound to Jacksonville with a cargo of ice. Captain Potter, of the Letitia, stated that on April 16 at 1:30 p.m., in latitude 26° 25' longitude 74° 35' he saw a vessel waterlogged, northeast, with the mainmast broken at the deck and the foremast about thirty feet from the deck, on which a flat was hoisted. The vessel's sails were even with the water's edge, and the sea was washing all over her. He found at her stern a raft, on which sat the captain and five men waiting for the arrival of the vessel to rescue them. They had sent to the wrecked vessel all their small arms and all hands were saved. The men were chilled and wet, and were much bruised by the falling of the masthead. They were rescued about 2:30 p.m., and at 3 o'clock a gale sprang up from the northwest. At 6 o'clock it was so hard it was necessary to reef the topsails. The sea was so high and the wind so strong that the captain thought that the wrecked crew would certainly have perished if they had not been rescued. Captain Hatch of the wrecked schooner, stated that he left Belfast March 29 and went to anchor near Cape Cod with a strong westerly gale. After six days he continued the voyage and reached again at Vineyard Haven, but started on April 9 with light northeast winds. The wind soon shifted to the north, accompanied by rain, and at 8 p.m., while the gale still came up from the northeast, the ship was run under short sail until noon. At 4 p.m. she began to leak, and filled in less than two hours. The mainmast was cut away to keep the ship from rolling over, as there was a very heavy sea and the cargo was all cast in the hold. On April 15 the mainmast was sprung, and they had to lash themselves to it for safety. They had hard work to keep on the raft, as it blew a strong gale and there was a heavy sea. The captain said that he saw seven vessels running to the north and then going south. One was a bark which ran very close to the wreck. The bark Annie J. Marshall, from London, which arrived yesterday, reported that on April 8, in latitude 30° 25' longitude 67° 14', she passed a vessel of about 600 tons, bottom up, which had not been in that position long. She was in the way of ships bound north, and is therefore in a dangerous place.

The steamer Sorrento sighted a wrecked bark in latitude 50°, longitude 26°. The fore and main masts were hanging over the side and the mizzen mast was standing upright. The ship was driven by the wind and waves, and it was evident that the crew had been washed overboard. The ship Transat, ashore at Cranberry Inlet, near Easton, arrived yesterday at the Merritt Coast Wrecking Company's Dock, Stapleton, S. L. A stranded ship lies on the beach half-entombed on one side. It is believed, however, that with favorable weather the vessel can be floated without much injury.

The schooner Nellie Chase, which has been for several days at Stapleton in a sunken condition, and guarded by a United States marshal, the interests of persons having claims against the vessel, was pumped out and floated and placed on the Marine Rail at Clinton.

The schooner Annie F. Collins, Captain V. Cousins, from New-York for Providence with steel wire, while off Clinton, Conn., at 4 p.m. Tuesday, sprang a leak and went down immediately. All on board were saved. The crew was picked up by the schooner Daniel Webster and taken to New-Haven.

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THE STATUE OF BEETHOVEN.

A meeting to prepare plans for the erection of a statue of Beethoven in Central Park was held at Steinway Hall yesterday afternoon. Theodore Thomas, J. W. Drexel and others were present. Mr. Drexel was made chairman of the committee in Central Park, and Alderman Thompson conducted the presentation. The square between the two men originated in a disagreement between their wives. Both families boarded at No. 261 West Forty-second-street, for two days before the assault. The Sawyers had moved to No. 15 to 39 cents-a-barrel price was \$5 a ton for domestic consumption varies somewhat with the amount purchased, and the company will probably sell ice to such purchasers as from 25 to 40 cents a hundred.

Secretary E. H. Close, of the Ridgewood Ice Company, at No. 186 Flushing Ave., Brooklyn, said that the price of ice would be as low as any figure recently quoted in the last ten years. The prices would probably be 30 cents a hundred for private consumers, and 15 cents a hundred for butchers, etc. This year the company had 90,000 tons stored, against 18,000 tons last year. This year's crop has been gathered entirely from the Hudson River, near Catskill, while last year the company mostly from Manhattan, and last season was from 70 cents to \$1 a hundred for private consumers. It was possible that an advance would come on the figures given.

It was stated at the office of the Consumer's Ice Company, at the foot of Horatio-st., that the company would probably charge private consumers 30 cents a hundred. The ice crop was pronounced to be of an unusually large size.

The Ridgewood Ice Company has 100,000 tons of ice in its Hudson River houses. Last year it had about 70,000 tons. The company expects to sell ice next summer at a figure nearly approximating its present prices—that is, \$1.50 a ton at wholesale, and from 15 to 30 cents a hundred delivered to houses. Last year the company's price was \$5 a ton for domestic consumption varies somewhat with the amount purchased, and the company will probably sell ice to such purchasers as from 25 to 40 cents a hundred.

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